

INTIMATIONS

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THEATRE ROYAL.

FOR A SHORT SEASON ONLY, COMMENCING JULY 14TH,
MAURICE E. BANDMAN PRESENTS
THE

NEW BANDMAN OPERA & COMEDY CO.

FRIDAY, JULY 14TH: The World's Record Breaker,
"POTASH AND PERLMUTTER."SATURDAY, JULY 15TH: The Great Gaiety Success
"TO NIGHT'S THE NIGHT."MONDAY, JULY 17TH: Cyril Maude's Great Masterpiece,
"GRUMPY."TUESDAY, JULY 18TH: From the Shaftesbury Theatre,
"THE CINEMA STAR."WEDNESDAY, JULY 19TH: James Welch's Greatest Success,
"OH! I SAY."THURSDAY, JULY 20TH: The New and Revised Version,
"A COUNTRY GIRL."FRIDAY, JULY 21ST: From the Royalty Theatre,
"THE MAN WHO STAYED AT HOME."

SATURDAY, JULY 22ND: GRAND VARIETY ENTERTAINMENT.

MONDAY, JULY 24TH: The Evergreen Record Breaker,
"THE BELLE OF NEW YORK."BOOKING AT MOUTRIE'S. PRICE: \$1.50, \$3, \$2, AND \$1
Hongkong, 4th July, 1916.

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Hongkong, 7th July, 1916.

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15, QUEEN'S ROAD CENTRAL.

MR. BALFOUR ON THE
BATTLE
THE END OF GERMAN SEA HOPES.
THE FIRST COMMUNIQUE.

Mr. Balfour, speaking at the luncheon of the British Imperial Council of Commerce at the Cannon-street Hotel, London, on June 7th, reviewed the broad results of what he significantly described as "the recent victorious engagement."

Lord Desborough, the President, proposed the toast of the Imperial Navy. Referring to the death of Lord Kitchener, he said that the day before he had been looking over some letters from the late Secretary for War, and found the following passage written in a "time of sorrow": "We have to stick it out and do our very best until the release comes. I only wish I could do more, or rather that I could do less." "That," he thought, might be taken as expressing the last message which Lord Kitchener would have wished to deliver to the country. Coming to the toast, he said that from what he had seen the men were right, the ships were right, and the guns were right, and thank God we had still got that Nelson touch which prompted every British seaman to engage the enemy when he saw him. The Balaklava charge of our destroyers in the face of superior forces had sent a thrill of admiration throughout the Empire. (Cheers.)

AN INTERNATIONAL LOSS.

Mr. Balfour, who was received with cheers on rising to respond, first paid a graceful tribute to the great work of the late Lord Kitchener, closing with these words: "We mourn for ourselves; let us not mourn for him who died as I think he would have wished to die—suddenly, in the height of his fame and in the work that he was doing for this country."

THE NAVAL COMMUNIQUE.

I turn now to the toast of the Imperial Navy. At this moment such a toast rightly leads the thoughts to the recent battle. I am, of course, perfectly aware that a considerable body of criticism was directed against the Admiralty with regard to the method in which they communicated the news of this engagement to the public. I am entirely responsible for all that was done.

I think on looking back it was very difficult to see, at any rate I have not been able to see, what other course could have been adopted than that which was actually taken. I agree that it is not very important, perhaps, but you will allow me to say a word or two about it. It was on Wednesday afternoon I suppose, soon after 4 o'clock, if my memory serves me aright, that the Admiralty got the first intimation from the Commander-in-Chief that an engagement between the hostile Fleets was imminent. Between that telegram on Wednesday afternoon and the telegram received from Sir John Jellicoe on Friday afternoon, the Admiralty received from their Admirals no communication at all as to the course of the fight. Such information as we could fragmentarily pick up was obtained from intercepted wireless messages of which a certain number were collected by the proper stations and transmitted to us. But let it be understood that between the first telegram which I have referred to, and the telegram received on Friday afternoon, we knew nothing from the Admirals as to the course of the engagement.

Nor was Admiral Jellicoe in the least to blame for that. I just ask you to consider what the work of an Admiral in his position and with his responsibility was on the occasion of a battle like this. When we received the first telegram at the Admiralty the Fleets had sighted one another and it was evident that an action was going to begin. From the moment, nay, very long before that moment, Admiral Jellicoe must have been considering the situation, dealing with the situation, and from that moment on he again reached his base on Friday, there could not have been one instant in which he was not considering and solving problems of the utmost difficulty—problems with regard to which the premises were doubtful, as they necessarily must be, when the area of the battle is widespread, as it was on this occasion, when visibility is low, and when it is scarcely possible to see all that is being done, either by your own Fleet or by the Fleet of your opponent.

All through the two days and two nights which intervened between the beginning of the engagement or the sighting of the enemy and Admiral Jellicoe's return to his base, I suppose, nearly 30 hours after he had driven the Germans into theirs, during all that period the strain can never have been for one instant relaxed, and never would I have been responsible for troubling an Admiral with such responsibility upon him by inquiring for news to satisfy either myself or anybody else. (Cheers.)

This first telegram was received on Friday afternoon. What was to be done in connection with that telegram? The information was obviously imperfect. It was all that Sir John Jellicoe had been able to collect at that time. Were the Admiralty to keep it until the whole story could be more completely known, and then send it out in what undoubtedly would have been a far more reassuring form, or were they at once to take the public into their confidence and let them know what had occurred?

I do not deny there were arguments on both sides, but remember there were one or two of our ships which had been disabled from taking an active part in the fight and had already come into port on the East Coast. All the hospitals had been naturally and automatically warned, and so had the dockyards, that they might have to deal with the inevitable results of a great battle. The Germans were sending wireless all over the world and they had a great advantage. In the first place their ships were close to their base and got in on Wednesday

night, while in the second place they were perfectly indifferent as to whether their story was true or not, and their object in sending wireless all over the world was not to tell the truth, but to tell what was not truth.

RESPONSIBILITY ACCEPTED.

What were we to do? I think the responsibility ought to rest on myself. What ought I to have done? I am quite sure that I did the right thing, and the right thing was, whatever the consequences were, to tell the public what I knew. We got a supplementary telegram about 11.30 or 12 o'clock the same night from Admiral Jellicoe which showed that many more ships had come in than had been supposed, and dwelling in more detail on the enemy's losses. That was sent to the Press at once, but as it only reached the Press by, I suppose, 12 or 12.30, we may presume that all the leading articles had been written and the opinion of the Press on Saturday morning was based, not on the two telegrams, but the one telegram.

The course of events has been that the public did first receive an unnecessary shock of alarm, from which I may say they recovered with extreme rapidity, and the people for whom I am most sorry are the Fleet for remember that the Fleet came in bitterly disappointed in that they had not caught the whole German Fleet and inflicted a crushing defeat on it, and that the German Battle Fleet had in the main succeeded in evading an engagement; though the result shows that they played their part magnificently. (Cheers.) Knowing that they had inflicted a blow of the severest character on their opponents, and not unnaturally expectant of a congratulatory reception, they found this rather tragic note struck in the morning papers of Saturday, and from what have heard they regarded it as quite unnecessary and very undeserved.

If my candour, if I desire immediately to let the public know the best and the worst that I knew was in any way responsible for that result, I can only express my regret. But confidence in the desire of the Admiralty to deal straightly and fairly with the British public will be increased by what has occurred, and if that be so there is nothing to regret.

Now let me turn to the real issue—the broad Imperial issue of what is the result of the Fleet's action. I want you to bear in mind certain broad lines of argument which are quite irrespective of what I call the squabble over comparative losses. I do not doubt myself that the losses of the Germans were bigger than ours, but what I want to talk of now is the attitude of that. Remember what the Germans' attitude was with regard to our Grand Fleet. They habitually put out the rumour, which gained currency all over Germany, that the British Fleet skulked behind its defences and refused to come out and meet the valorous Germans in mid-ocean. It was an extremely foolish thing to say, but what I want now to point out is that it is extraordinarily inconsistent with what has actually occurred.

If it be true that the German Fleet, could it meet the British Fleet, would really inflict defeat upon it, why was it that after, according to the German account, the battle cruisers of the German Fleet and the German itself had inflicted these great losses, how was it that the next thing they did was, not to improve the occasion to do what every successful General does, which is to press his advantage to the utmost, and to complete the discomfiture of a beaten foe—how comes it that their next procedure was to rush into port directly the main Fleet, under Sir John Jellicoe, appeared on the scene? (Cheers.) There is no use arguing about comparative details when that broad fact stares you in the face. The more they multiply, the more they invent losses for the British, the more imaginary battleships are sent to the bottom, the more amazing it becomes that those who contrived to accomplish these wonderful successes, as soon as they accomplished them ran away.

Of course we must distinguish. All this talk about the German Light Sea Fleet passionately desiring to meet the British Fleet, which as passionately desired to avoid them, was never the conviction of the German Headquarters Staff. We have to distinguish between the German control and the German people. They are quite different. They hold, or at least express, different views and recommend different policies. The German people are persuaded that their Fleet is not only a very good Fleet, which it is, but that it is a Fleet superior to their opponent's Fleet. Acting on that view, we have had all this talk about British remaining in port. Acting on this view, we have had much boasting in Berlin and other cities, and holidays promised to the hard-worked German school children. (Laughter.)

A "TIP-AND-RUN" POLICY.

Acting on that policy, and in order to keep up this illusion, we have had those raids on the British coast in which a fast cruiser often rushes across, the North Sea, fires for half an hour, and rushes back before it can be caught. A tip-and-run policy. (Laughter.) All that in order to keep up the spirits of the German people in respect of maritime affairs. But depend on it, German Headquarters have never been under the delusions. They know quite well that they possess a fleet admirable as regards its material, admirable as regards its personnel, with competent officers, brave crews, all the makings of a great fleet, but they also know that that fleet with all its merits—certainly no British sailor I have ever met is going to deny or undervalue them—is not in a position to meet the British Fleet on even terms. (Cheers.) And it is no blame to them that when Sir John Jellicoe came up with the main body of his Fleet, that felt it would be bad for them from their own point of view, had strategy, and had tactics to allow themselves to be involved in a fight, and they withdrew, as inferior forces always must withdraw, unless they mean to risk destruction. Their fault was not in withdrawing, their fault is in this ridiculous swagger

which makes them talk, for the benefit of their countrymen, as if their Fleet was superior, while their admirals know that it is not superior and act accordingly. (Cheers.) The last thing the Germans desired was a collision with our Fleet, and the last feeling which they have at this moment over that collision is rejoicing that it has occurred. There are people who have described this battle as indecisive, and from one point of view, it is indecisive. That is to say, we can easily conceive conditions of atmosphere which would have enabled Sir John Jellicoe with his superior forces really to compel the whole German Fleet to action, and I doubt not, to have inflicted on them a defeat which no human being could have denied was decisive and conclusive. In that sense, as fortune was not on our side, we may, if so like, say that the action was an indecisive action.

But if by indecisive you mean the result of the battle was to leave the two forces of the same relative strength as they were before the battle, then you are making a profound mistake. The Germans are relatively far inferior to what they were before the battle. Neither in the North Sea nor in the Baltic can they for many months attempt an organized fleet effort, which might have been in their power before the battle. The battle has not been indecisive, the victory is not merely a victory on paper, in which the side which drives the other off the field of contest into retreat with justice claims to be the victor. It is more than that. Not merely have we carried off the honours of the day; we have carried off the substantial fruits, and if you doubt that I will ask you to consider what it is that we are getting and hoping to get out of our sea power, and what it is the Germans would like to wrest from us.

There are three problems—the problem of the blockade, the problem of invasion, and the more general problem, the command of the seas for ordinary commercial intercourse. In respect of which of those problems is not the German position worse than it was before the battle began. Remember that enumeration is practically exhaustive: there is nothing more your Fleet can do than to blockade the coasts of your enemies, secure your own shores, and drive the enemy commerce off the seas. Her wireless messages and her newspapers are full of her successes. Is there a German, whether he belongs to the general multitude gullied by these stories of victories, or whether he belong to the restricted few who really control German affairs—is there one of them who thinks that the British or Allied blockade at this moment is really to be relaxed a hair's breadth in consequence of this battle?

VANISHED DREAM OF INVASION.

Which of them doubts that that blockade is more secure than it ever was before, and that we have it in our power to increase our grip? As far as naval power is concerned it is increased rather than diminished. Take, again, the problem of invasion. That problem has been the puzzle in turn of every Power that has desired to dominate Europe, from the time of Philip II. of Spain down to our own days. Always has that Power come up against British sea power. Always has he said, "Can I destroy the effects of British sea power by effecting an invasion of Great Britain?" That has been the eternal problem of Philip II. and of Louis XIV., the problem of Napoleon, the problem of William II. of Germany. Is that problem an inch nearer solution than it was before the battle? On the contrary, if any German seriously entertained the view that invasion was possible, does he not now regard that as one of the many unfulfilled dreams which this war has dissipated for ever? (Cheers.) And lastly, there is the general power of our Fleets to prevent enemy commerce going on in time of war. Has that been diminished? It was complete before the battle, it is complete still. But if there be a difference between the position before the battle and the position now, is the position not better now that the enemy have lost some of their most modern light cruisers? Has any advantage accrued to them? Do they not feel that more than ever it is impossible until this war comes to an end for them to do anything to rehabilitate the position of that great mercantile marine which they had so slowly, so laboriously, with such ability, with such powers of organization and at such cost, built up before they rashly entered into hostilities two years ago?

If we look at the battle of last Wednesday in the broad light which I have ventured to suggest to-day—if, putting aside for the moment and until we get fuller information, any discussion as to either the movements of particular ships or the orders given by particular Admirals—if we look at it in this broad light and in its relation to the world contest now going on, then surely you are justified in drinking the toast of the Imperial Navy in a spirit of even greater confidence, greater hope, and greater triumph than would have been possible ten days ago. (Load cheers.)

RESULT OF "THE LITTLE ARGUMENT" IN THE NORTH SEA.

A naval stoker, who had been in the great battle in the North Sea, delighted the Bench at Willesden recently by his breezy explanations of the circumstances in which he came to be charged as an absentee from his ship.

"It was like this, 'ere, sir," he assured the magistrate. "My mother's a bit nervous-like, so, after this 'ere little argument in the North Sea I just popped 'ome to convince her I was all right, and—well, then, I suppose I got adrift a bit."

"Would it not have done just as well," asked the magistrate, "if you had sent a telegram saying you were all right?"

"Well, now, I suppose it would, but, do you know, I never thought of that," answered the jolly seaman.

He was sent back to his ship, and as he left the dock, made the philosophic reflection: "This comes o' drifting."

EMPIRE TRADE POLICY.

OVERWHELMING SUPPORT FOR TARIFF PROPOSAL.

Lord Desborough presided last month at the resumed Conference of the British Imperial Council of Commerce, held at Skinner's Hall, Dowgate-hill, E.C. Discussion was continued on the resolution moved by Sir Algernon Firth endorsing the resolution passed at the special meeting of the Association of Chambers of Commerce of the United Kingdom, and urging that arrangements should be made at the earliest possible moment to provide for—

Preferential reciprocal relations between all parts of the British Empire.

Reciprocal trading between all parts of the British Empire and the Allied countries.

The favourable treatment of neutral countries, and the

Restriction by tariffs and otherwise of trade relations with all enemy countries so as to render dumping on a return to pre-war conditions impossible.

Sir A. Spicer, M.P., opposed the resolution. He objected to doing anything which should appear to tie the hands of the Coalition Government.

Mr. F. P. Robent (Newport) said the nation was tired to death of the "wait and see" policy, and he asked the Government to do something to solve the great problem.

Mr. A. Bennett (Warrington) advocated a uniform *ad valorem* tariff on all goods coming from outside the Empire, with a preferential rate for our Allies.

Mr. J. A. S. Watson (Cape Town) supported the motion, and Mr. E. Saunders (Durban) said his Chamber had passed a resolution in favour of Empire preference, a general tariff for neutrals, preferential treatment for our Allies, and heavy penalization of enemy sugar.

Sir A. McRobert (Upper India) said that it would be unwise to legislate on the assumption that those countries which were our friends to-day would always be our friends and that those which were our enemies would always be our enemies. He suggested that the motion should be modified in that respect.

Mr. Wilfrid Hill (Birmingham) thought the better plan would be to have a modified form of free trade, with safeguards, and to achieve this end they ought to have a good sound commercial party in the House of Commons.

Mr. E. B. Tredwell (London) complained that the Government had never given a lead.

The Hon. Mr. J. H. Turner (British Columbia) said it was remarkable that while the opponents of the resolution believed that something must be done they refrained from making any suggestion as to the method by which they would accomplish that object.

The Hon. Mr. M. Moss (Western Australia) said the only weapon with which they could fight the enemy was a protective tariff such as they had in Australia.

Sir A. Firth, in replying, said that the policy expounded in the motion affected consumers only. As a rule Governments did not move unless they had the weight of public opinion behind them, and the conference was going to apply that force. They were doing this in the express invitation of the Prime Minister, who told them in December last that they should take measures to have the social, financial, and commercial problems that would arise after the war carefully explored by skilled experts. One of their proposals was that Customs experts from the Allies should meet the Empire's Customs experts in order that a scheme for Allied trading might be devised.

The motion was then put, and declared carried, only three hands being held up against it.

FAR EASTERN MEN AND THE WAR.

Mr. W. J. Butcher, of the Chinese Customs, was presented at the Customs Club, Chinking, on the 9th ult., with a gold wrist watch by his friends and brother officers prior to his departure for home to serve his "King and Country."

Sergeant T. S. D. Wade, 10th Yorkshire Regiment, formerly of Shanghai, has recovered from his wound and is again at the front with his regiment.

HONGKONG POLICE RESERVE.

MOUNTED POLICE.

The following will report to Mr. T. P. Hough at stables at 5.45 p.m. sharp on Friday, July 14th:—Inspector Clegg, Sergeants Kew and Scull, Troopers Ainslie, Arnold, Chan, Fernandez, Galloway, Grimble, Ralph, Smirke and Waller. Uniform with helmets.

HEADQUARTERS CLUB.

The Committee will meet at the D.S.P.'s Office at 5.30 p.m. on Monday, July 10th.

NO. 1 PLATOON.

The following will parade in mufti with rifles at Central Station on Monday, July 10th, at 5.45 p.m.:—Alarakin, Caldwell, H. E. Edwards, Joseph, A. R. Osborne, Tobias, Watte, Effe, Wilson, Mutton and J. A. Pearson.

NO. 4 COMPANY.

The whole of No. 4 Company will parade at Central at 5.30 p.m. on Monday and Wednesday, July 10th and 11th. Uniform, caps and covers.

WINCHESTERS.

Winchesters will be issued to Sections 12 and 14 during the week.

TRANSFER.

P.C. 757 Yvanovich is transferred to the Maxim Gunners.

CYCLE PATROLS.

Members wishing to transfer to this detachment, which will form part of the motor Patrols, are requested to meet Staff Inspector Clarke in mufti at Queen's Statue, at 6 p.m. on Tuesday, July 11th, with their machines.

F. C. JENKINS.

D.S.P. (R).

ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, On FRIDAY, the 14th July, 1916, commencing at 2.30 P.M., at the TOYO KISEN KAISHA's Godown (and afterwards at Messrs. H. SKOTT & Co.'s Godown), Kennedy Town, SUNDRY SHIP'S GEAR ex s.s. "CHIYO MARU,"

Comprising—Steam Winches, Boat Davits, Brass Port Scuttles and Frames, Brass Saloon Window Frames and Windows, Electric Fans and Lamps, Copper White and Spruce, Brass Signal Gun, Engine-Room Telegraphs and Compasses, Electric Water-tight Shutter Box, Copper and Brass Steam Pipes, etc., etc.

One Searchlight.
N.B.—Further sales will be notified later. On View now.
Catalogue on application.
Terms:—Cash on delivery.
GEO. P. LAMBERT, Auctioneer.
Hongkong, 10th July, 1916. [888]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, On TUESDAY, the 18th July, 1916, commencing at 2.30 P.M., at the TOYO KISEN KAISHA's Godown (and afterwards at Messrs. H. SKOTT & Co.'s Godown), Kennedy Town, SUNDRY SHIP'S GEAR AND FURNITURE, ex s.s. "CHIYO MARU,"

Comprising:—Leather-Covered Armchairs, Revolving Saloon Chairs on Iron Frames, Wooden Folding Chairs, Nickel-plated Brass Bedsteads, Iron Bunk Frames and Mattresses, Patent Folding Washstands, Oak Wringing and Centre Tables, Mirrors, Coloured Glass Windows, Tables, Rugs and Carpets, etc., etc.

Catalogue on application.
Terms:—Cash on delivery.
GEO. P. LAMBERT, Auctioneer.
Hongkong, 10th July, 1916. [889]

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

THE MIDDLEBRO' HULL & LONDON. The Steamship

"MADNORSHIRE,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being loaded at THREE RACK into the hold and/or extra lashing Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whences and/or from the wharves delivery may be obtained.

Goods not cleared by the 13th July, at 5 P.M. will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 17th July, at 9.30 A.M. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 8th July, 1916. [6]

G. P. LAMBERT, NOTICE.

REGISTRATION OF PERSONS ORDINANCE 1916.

ALL Persons not exempted who remain in the Colony for more than one week are required to register themselves at the Office of the CAPTAIN SUPERINTENDENT of Police.

(a) In the case of Residents in the Colony, before July 23rd, 1916.

(b) In the case of new arrivals, within one week of arrival.

The following are exempted:—

(1) Members of His Majesty's Regular Naval and Military Forces.

(2) Civilians in the permanent employment of the Colonial Government or of the Naval and Military authorities.

(3) Members of the Hongkong Volunteer Corps, Hongkong Volunteer Reserve, Hongkong Police Force, or Special Police Reserve.

(4) Consular Officers of Foreign States.

(5) The wives and daughters of persons included in any of the 4 clauses specified above.

(6) Persons of Chinese Race.

(7) Persons not exceeding 18 years of age.

Forms of registration, giving the particulars required may be obtained at the Enquiry Office G.P.O. Hongkong, The Branch Post Office at Kowloon and at all Police Stations.

The penalty for failing to comply with this Ordinance is a fine not exceeding \$50.

C. McI. MESSER, Captain Superintendent of Police.
Hongkong, 23rd June, 1916. [874]

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day

of or preceding the departure of the

English Mails; also Table of the

Yearly Approximate Average

for 25 years.

FROM 1874 TO 1908.

PRICE 25 CENTS.

On Sale at the DAILY PRESS Office or

at 1st-Bookellers.

INTIMATIONS

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND OF TWO DOLLARS per Share for the six months ending 30th June, 1916, will be Payable on FRIDAY, 21st July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 14th July, to THURSDAY, the 21st July (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON ROOPER, Secretary to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
General Agents for
THE WEST POINT BUILDING CO., LTD.
Hongkong, 7th July, 1916. [880]

G. P. LAMBERT, PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of July, 1916, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Mei Lun Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at the expiration of 25 years, the Rent to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements (Approximate).	Contents in Square Feet.	Annual Rent.	Upset Price.
1.	Mei Lun Street, Hongkong.	As per plan.	1,076	10	\$1,184

Hongkong, 9th July, 1916. [882]

G. P. LAMBERT, NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the CAPTAIN SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong, 10th July, 1916. [77]

FOR SALE

COLLECTION of used MACAU POSTAGE STAMPS in packets, ALL DIFFERENT.

20 Stamps for \$1. 40 for \$3. 60 for \$7.

80 for \$12. 100 for \$20.

GRACA & CO.

No. 4, WYNDHAM STREET.

Hongkong, 16th June, 1916. [861]

TO LET.

PREMISES at present occupied by CHS.

J. GAUPP & Co., Alexandra Buildings, Chater Road.

Apply on premises or to—

LOWE, BINGHAM & MATTHEWS, Liquidators. [705]

TO LET.

OFFICES at 2, Connaught Road

91, WONG-NEI-CHONG ROAD.

OFFICES in Kine's Buildings.

HOUSE to CLIFTON GARDENS.

Conduit "HILLSIDE" THE PARK.

No. 1, HILLSIDE, THE PARK.

2, WEST END TERRACE, CANTON.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [32]

TO LET.

NO. 5, MOUNTAIN VIEW, PEAK.

NO. 12, BEACONSFIELD ARCADE, SHOP.

NO. 8, BURROWS STREET, WANCHAI, GODOWN.

"ROSENEATH," No. 4, Hap-w Road, Kowloon.

NO. 3, CAMERON VILLAS, 61, PEAK CRAINMIN EAST, 100, THE PEAK, Unfurnished.

4 ROOMED FLAT to let at the PEAK, KELLETT CREST, 66, PEAK.

NO. 141, WANCHAI ROAD, Large and Spacious Godown.

"SHORCLIFFE," Garden Road, to let Furnished, 6 Rooms.

"WOODBURY," No. 4, Hankow Road, Kowloon, from 1st May, 1916.

"GLENSHIEL," No. 141, Plantation Road, Peak.

"HARTING," Austin Road, Kowloon, No. 4, KELLETT TERRACE.

NO. 25, KELLETT TERRACE, with entrance on Conduit Road.

TWO GODOWNS, in Dobbs Street, No. 2, DES VEXES VILLAS, 51, PEAK, Unfurnished.

NO. 10, THE PEAK, CRAINMIN EAST, 100, THE PEAK, Unfurnished.

Apply to—

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CHINA FIRE INSURANCE CO., LTD. [622]

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FOUR ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon. Apply to—

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FORTHCOMING EVENTS.

TODAY.

3 p.m.—Auction of Crown Land at Public Works Dept.

Friday, 14th July—

2.30 p.m.—Auction of Sundry Ship's Gear at T.K. and R. Skott & Co.'s Godown, by Mr. Geo. P. Lambert.

9.15 p.m.—New Bandstand Opera & Comedy Co. at the Theatre Royal—Polish and Polisher.

Tuesday, 18th July—

2.30 p.m.—Auction of Sundry Ship's Gear and Furniture at T.K. and R. Skott & Co.'s Godown, by Mr. Geo. P. Lambert.

Wednesday, 19th July—

Non-Stop "Derwent" Steamship Co., Ltd. Final Wind-up Meeting at the Company's Office.

11.15 p.m.—"The Phoenix" Steamship Co., Ltd. Final Wind-up Meeting at the Company's Office.

11.15 p.m.—"The Phoenix" Steamship Co., Ltd. Final Wind-up Meeting at the Company's Office.

11.15 p.m.—"The Phoenix" Steamship Co., Ltd. Final Wind-up Meeting at the Company's Office.

INTIMATION

JUST ARRIVED

PER S.S. MISHIMA MARU.

SIR ROBERT BURNETT'S

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AND

DRY.

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS,

TELEPHONE 616.

DEATH. AGASSIZ.—At Shanghai, on July 1st, ARTHUR RONALD AGASSIZ, of the Dunlop Rubber Co. (Far East), Ltd., second son of the late Rev. A. Agassiz, Radnage, Bucks.

HONGKONG OFFICE: 10A, DES VEXES ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 10th JULY, 1916.

GERMAN SOPHISTRIES.

The German Chancellor, in a statement made for the edification of the American public, through the medium of Mr. KARL VON WIEGAND, the Berlin correspondent of the *New York World*, makes another and very ingenious attempt to show that it was Great Britain, and not Germany, that forced the war on Europe. We could have wished that the statement had been made through the pen of someone other than Mr. von WIEGAND, since that gentleman has not in the past shown himself as unbiased as the correspondent of a neutral journal should be. His vivid description of the German Navy waiting for the British Navy to come out is not yet forgotten and deserves to go down to posterity as the most gigantic "bluff" ever attempted. However, as nearly the whole of Mr. von WIEGAND's article comes from the mouth of the Chancellor, and the correspondent's private or rather public feelings would not allow him to misinterpret the Chancellor, we may take it that if there is any attempt at deception it is on the part of Dr. von BETHMANN-HOLLEWEG. The first point that the Chancellor tries to make is in regard to the charge of militarism directed against Germany. It is not Germany, he contends, that is militarist, but Great Britain, and in proof of this, he cites Egypt, the Boer War, and the Algerian affair. There are not very strong proofs of militarism, but evidently they are the best that the Chancellor can find. Of course, he is perfectly well aware that these matters were forced upon Great Britain, rather than welcomed by her; but so far from being popular movements, the occupation of Egypt and the Boer Republics have probably been more criticised by Englishmen themselves than any other episodes in modern English

history. So far from being evidences of militarism we should select them as showing with what reluctance Great Britain goes to war and how unprepared she is for such struggles. It must, of course, be exceedingly irritating to Germany to see the countries which Britain has annexed by her "militarism" not only showing no desire to get rid of British rule, but actually extending their support to that rule, and it may be that the Chancellor's opinions have been a little warped by this fact. Dr. von BETHMANN-HOLLEWEG takes occasion to refer to the dead and gone Fashoda incident, evidently with the desire to show that "Coddin's" friend, not Short"; but it is unfortunate that he should in the same breath speak of Algociras. The Fashoda affair reflected nothing but honour on the two nations concerned; but it cannot be said that the Algerian question reflected any credit on Germany; in fact, it would be hard to find a more deliberate attempt at "bluff." It was undoubtedly Germany's intention at that time to force a quarrel on France, a result which was only averted by British intervention. If the Chancellor regards this as evidence of militarism then he must attach a meaning to the word different from that given by most of the dictionaries. In the list of evidences of Britain's militarism we omitted the Bosnia crisis—that famous violation of treaties by the Austro-Hungarian Government. According to the Chancellor, it was Germany which kept the peace at that time; it was she—and not Great Britain—who induced Russia to refrain from war. This may or may not be true, but it is strange that if Germany was so successful in restraining Russia at that time she should not have exerted the same influence in 1914. The Chancellor desires "to ruf with the hare and hunt with the hounds." At the time of the Bosnia crisis, he states, it was Britain which tried to force Russia into war, but at the crisis in 1914 it was Britain who proposed a conference in order to avert war. The former is evidence of Britain's "militarism"; the latter is evidence of what? On this point the Chancellor is silent. He only defends Germany by claiming that it was impossible for her to consider the idea of a conference while Russia was mobilising her troops. All the evidence goes to show that Germany made no attempt to negotiate with Russia—that is, she had no desire for peace; but the Chancellor conveniently avoids any allusion to that. His thoughts are taken up by imagining the poor little army of Germany confronted by the enormous hordes of Russia. We can picture the Chancellor with his tongue in his cheek as he speaks, and Mr. von WIEGAND grinning as he notes this down for the delectation of the American public. Of course, it was all British duplicity. Britain had secretly informed Russia that she would support her if she went to war, and the conference was merely a blind to enable Russia to gain time to mobilise her army. How Britain was going to support Russia with her "contemptible little army" is a question which the Chancellor does not discuss; in fact, he makes no attempt to explain how, if militarism reigned in Britain, it made no outward manifestation—why the preachers of conscription were hardly listened to, and a periodical agitation was required in order to keep the navy up to the proper standard. If we accept the Chancellor's views, it is the countries with the small paid armies which are militarist, while the countries with the vast munition works, with all the latest inventions for destruction, are really bent on keeping the peace. The Chancellor has been raking among his files of old newspapers and has unearthed an interesting statement in the *Standard* for February 4th, 1887, in which that now defunct journal declared that if Germany, in case of war, should lay claim to a right-of-way through Belgium it would not affect Britain's honour or injure British interests so long as the integrity and independence of the country did not come into question. This, of course, is an interesting expression of opinion, but when the Chancellor claims the *Standard* as the then organ of the Conservative Government and thinks it a strong point that no other journal protested against this view, he shows a lack of knowledge of English journalism. As a matter of fact, the *Standard* was a

ly one for Belgium to decide. If Belgium had consented to allow the German army to march through her country no other Power would have the right to interfere, but the belligerents would very rightly have regarded Belgium as being on the side of the enemy. But does the Chancellor suggest that neutral countries in the path of some belligerent should throw open their frontiers, and that if they refuse to do so—if they refuse to antagonise the other side—if they refuse to be forced into war—then the other nations must calmly contemplate the outrage, and refrain from giving any assistance? Does the Chancellor seriously think that a nation should allow its neutrality to be violated provided it has guarantees of independence? Would he seriously propose that a German army should be sent through Russia, conveniently by the Siberian Railway, to attack Japan in Korea in the case of a war with that country? Would he ever venture to suggest an attack on Canada by the United States? If a strong nation is to be allowed to drag a weak nation into war, willy-nilly, then the sooner we return to the primitive habits of our savage forefathers the better, for our civilisation has proved a failure. However, there is one thing that should rejoice the Chancellor's heart. Britain has in the past, he thinks, trampled upon small, weak nations; she has trampled on the Boers and the Egyptians and numerous others in the lust of her militarism. Surely he must rejoice that Britain has turned over a new leaf—that she is now championing the cause of a weak nation—seeking to establish the principle that weak nations equally with the strong have a right to a place in the world.

Dr. W. J. Woodman has been appointed to act as Medical Officer of Health during the absence on leave of Dr. W. W. Pearce.

The Children's Gymkhana held at Studley Park, Shanghai, on the 1st inst., in aid of the Belgian Children's Fund, realised \$1,200.

Entering 39 Gilman's Bazaar through an unfastened skylight early on Saturday morning a thief secured jewellery and clothing to the value of \$898. He escaped.

Hongkong has been declared to be a suspected port on account of small-pox by the Government of Siam. All vessels have to call at Kohphra to be examined.

During the 24 hours ending at 10 a.m. on Saturday, 2.70 inches of rain had fallen. The total since January 1st was 50.17 inches, against an average of 42.25 inches.

Members of the Royal Hongkong Golf Club are reminded of the extraordinary general meeting to be held at the Club House, Happy Valley, at 5.30 p.m. to-day, for the purpose of passing certain special resolutions.

The inclemency of the weather on Saturday prevented any games being played in connection with the Hongkong Tennis League. The tennis match arranged between the Civil Service and Talloo also had to be postponed.

Among the list of persons to whom articles to be exported to Siam may be consigned are the following:—Comptrol Francis du Siam, Bunsen Power Station, and Spicer Brothers (Colonial and Foreign), Ltd., all of Bangkok.

The following have been added to the Hongkong register of Medical Practitioners:—Chau Wai-chung, Wong Hin-chuen, and Chan Tiang-ann. They are all Bachelors of Medicine at Bachelors of Surgery of the Hongkong University.

The rainfall for the month of July at the Botanical Gardens was 32.7 inches on twenty-five days; at the Matilda Hospital, Mount Kellett, it was 23.21 inches on fourteen days; and at the Police Station, Taiipo, 25.62 inches, were recorded on twenty-five days.

During the quarter ended June 30th, twenty-three samples of milk were examined by the Government Analyst, three of which were found to be adulterated. Two samples of bread and one of flour were also examined, all of which were found to be in good condition.

Owing to the heavy rains, the third gymkhana meeting in connection with the Hongkong Gymkhana Club, which was to have been held at Happy Valley on Saturday, had to be postponed, the course being flooded in many places. The meeting will take place on Saturday next.

Mr. G. P. Lambert will sell by auction on the 14th and 18th inst. the gear and furniture saved from the *Chiyo Maru*. The sale will commence at 2.30 p.m. on each day and will be conducted first in the Toyo Kisen Kaisha Godown and afterwards in Messrs. H. Skott & Co.'s Godown.

It is notified that at the expiration of three months from July 4th, the Lee Wo Company, Ltd., will, unless cause is shown to the contrary, be struck off the Register and the Company dissolved. A similar notice in regard to the International Institute of China has also been published. The name of the Central and North China Godown and Presspacking Company, Ltd., has been struck off the Register.

The mean temperature recorded during June was 79.6; there were 125.3 hours of sunshine; the average rainfall was 29.18 inches; and the average wind velocity was 15.1 miles per hour. The mean temperature of the air at the Observatory was 1.3 below normal. This is the lowest on record since 1900 when it was 79.3. The rainfall was 16.499 inches above normal; the greatest on record since 1892 when it was 24.75 inches. The wind velocity was 2.6 miles per hour above normal; the greatest on record since 1883 when it was 15.6 miles per hour.

THE WAR.

BRITISH GAIN IMPORTANT VICTORIES.

GUNS THUNDERING FROM SOMME TO BELGIUM.

ALLIES' UNEXPECTED SUCCESSES ALARM GERMANY.

RUSSIANS' IMPORTANT CAPTURE.

TEN THOUSAND PRISONERS AND MANY GUNS.

"MONMOUTHSHIRE"—"PERSIAN" DISASTER.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ENEMY TRENCHES BOMBARDED.

LONDON, July 9th.

General Sir Douglas Haig reports: We bombarded enemy trenches in the neighbourhood of Commeourt. Our aeroplanes, despite the unfavourable weather, have rendered most valuable service, with the addition of the active co-operation of the artillery. Our air men bombed a hostile aerodrome at Dami, completely wrecking a hangar and doing other damage.

LARGE CAPTURES OF WAR MATERIAL.

Heavy rain has impeded operations between the Ancre and the Somme. We have captured, in the last few days, twenty guns, fifty-one machine-guns, and a large number of automatic rifles, trench-mortars and a mass of other war material.

ENEMY RETIRE IN DISORDER.

LONDON, July 9th.

The French artillery on our right greatly assisted our advance.

The enemy lost severely in a combined Anglo-French bombardment.

A German counter-attack made in mass formations across open ground completely broke down under the fire of our eighteen-pounders and "seventy-fives."

The enemy retired in disorder.

Hand-to-hand fighting continues in the ruins of Ovillers.

AERIAL WORK.

Our aeroplanes and kite-balloons worked despite the cloudy weather, photographing and directing the fire of the batteries, which caused an explosion in an enemy ammunition depot. They also bombed enemy billets.

A British machine, although disabled, fought three hostile aeroplanes for twenty minutes, and returned safely.

Otherwise, the few enemy machines were far behind the enemy trenches.

FURTHER BRITISH SUCCESSES.

LONDON, July 9th.

General Sir Douglas Haig reports: The fighting to-day has been chiefly on our extreme right, where we gained further important successes.

We stormed a line of trenches and gained a lodgement in the strongly-defended Trone's Wood, capturing 130 prisoners and several machine-guns.

We repulsed a strong counter-attack.

We also appreciably advanced in the neighbourhood of Ovillers.

BRITISH GUNS THUNDERING.

ANXIETY OF GERMAN PUBLIC.

LONDON, July 8th.

Despatches from Paris state that the British guns are again thundering along the whole front from the Somme to Belgium, and their intensity is equal to last week. The French recognise that the British had not merely to meet the pick of the enemy forces but also had to face strongly fortified ridges, while the French profited by the division of the German rear by the broad valley of the Somme. But similar obstacles now confront the French.

[THROUGH REUTER'S AGENCY.]

BRITISH ADVANCE.

LONDON, July 9th.

Reuter's correspondent on the British front on Saturday evening reported: The British to-day on a considerable front advanced half-a-mile. In conjunction with the French, they also progressed at Contalmaison, where the position is satisfactory.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

MORE RUSSIAN SUCCESSES.

DESPERATE ENEMY COUNTER-ATTACKS.

PETROGRAD, July 8th.

A communiqué states:—We have scored further successes on the Styr. We have captured the small town of Gradac, and also a village on the main road to Kolki. The number of Austro-German prisoners is increasing. We captured an enemy position east of Bellatyn. A German counter-attack south-east of Lake Narotch regained a part of the lost trenches. Violent enemy counter-attacks east of Baranovitch pressed us back slightly, but our concentrated fire forced the enemy to withdraw.

GREAT CHARGE BY COSSACKS.

PETROGRAD, July 9th.

The steady Russian approach on Kovel is shown in a communiqué, which chronicles the capture of a new line half-way between Chartorsk and Kovel. The most important capture was the station of Maniechich, where two thousand prisoners were taken.

A great charge by Cossacks cut up the Austrian masses, when 600 were made prisoner.

OVERTHROWING THE ENEMY.

PETROGRAD, July 9th.

A communiqué states:—General Brusilov's troops are approaching Stokhod, everywhere overthrowing the enemy, who are resisting desperately.

TWELVE THOUSAND PRISONERS.

The Russians in the three days' fighting between the Styr and Stokhod took 12,000 prisoners and 45 guns.

Fierce fighting has again occurred on General Evert's front, east of Baranovitch.

GENERAL.

[THROUGH REUTER'S AGENCY.]

SINKING OF THE "PERSIAN."

MALTA, July 8th.

The *Persian* was off Crete when she lost a man overboard, and two hours later the *Monmouthshire* signalled that she had picked up the man. The *Monmouthshire* approached the *Persian*, which had stopped, and the *Monmouthshire*, in manoeuvring, struck the *Persian* amidships, and she sank in ten minutes. The *Monmouthshire*, which was damaged, has arrived here with the crew.

UNIONISTS AND IRELAND.

PARTY SPLIT NOT LIKELY.

LONDON, July 8th.

At the instance of Mr. Bonar Law, no resolution was proposed at the Unionist meeting, which generally endorsed the attitude of the leaders. The fact that six Unionist members of the Cabinet were present is regarded as indicating that a split in the Party is not likely.

GOVERNMENT APPOINTMENTS.

Mr. McKinnon Wood, Secretary for Scotland, succeeds the Hon. Mr. Edwin Montagu as Under Secretary for India. Mr. Tennant is remaining in the House of Commons and succeeds Mr. McKinnon Wood.

MADRAS HIGH COURT.

DECISION REVERSED.

LONDON, July 8th.

The Privy Council have decided that the islands formed by the estuary of the Godavri belong to the Crown, and have thus reversed the decision of the High Court of Madras in connection therewith.

[THROUGH REUTER'S AGENCY.]

RUSSIA AND CHINA.

PETROGRAD, July 9th.

M. Sazonoff, interviewed, remarked that the Russo-Japanese agreement will enable Russia to devote all her energies to the solution of the problems created by the war in the West, with the assurance that no Power will take an unfair advantage of China to carry out ambitious plans, as was the case with other countries bordering Russia in the East.

[Telegram received on Saturday, and published in an "Extra" on Sunday, will be found on page 7.]

U.S.A. MINISTER AND AMERICAN ACTIVITIES IN CHINA.

THE NEED OF TEAM WORK.

The U.S. Minister to China, Dr. Reisch, was the guest of honour at a dinner given by the American Chamber of Commerce at the Palace Hotel, Shanghai, on July 3rd. There were only a few invited guests, the attendance being limited to some 40 members of the Chamber and a few officials.

Dr. Reisch said:—The organization of the American Chamber of Commerce in Shanghai to my mind marked a very important advance in the development of American activities in China. As we go back to the history of American enterprise in this country it presents a very interesting and fascinating subject for thought. Between the years of 1780 and 1890, American merchants, as you know, were second to none in the Far East. It was at that time the individual enterprise of Americans and their spirit of adventure that found a possible field of action in China. It was not necessary for a merchant adventurer to possess more than a moderate amount of capital. There was plenty of room for individual initiative and men stood entirely upon their own resources. For this reason the energy and enterprise developed by the conditions of our new country, gave to the Americans a great advantage in making for themselves a place in the Far East.

During the second half of the nineteenth century, our country was entirely preoccupied in the development of domestic resources, and the question of a complicated system of business organization. The energy of our merchants and industrial leaders was concentrated upon the development of the country's resources at home, a task which they occupied their attention. The form of organization for doing business which has since developed throughout the world is one which the broadest form of organization is necessary.

Between the period when the individual enterprise of Americans counted for everything, and the period when experience in organizing large enterprises could be utilized in developing our foreign trade, there lie about four or five decades of comparative barrenness, during which the promise of the early activities of our people in the Far East was not realized. Indeed, we always maintained a creditable place, but our enterprises did not develop in proportion to our national wealth, or to the general increase of Western activities in China.

In inaugurating the new period, when Americans will engage in Far Eastern Commerce, not only as individual merchants, but as utilizing the large experience in organization, which our country has since acquired, the work planned for this Chamber is an important matter. This is especially true because of the relation which exists in our country between the government and the commercial and industrial activities. In European countries the relation between the government and the large banking institutions, as well as the great industries, is so close that the latter always take their cue from the policy of the government, while the government itself looks upon them as allies in the task of developing national enterprise abroad.

In America the government has not established that direct connection between itself and the concentrated capital of the country, which enables the two to act as one in foreign affairs. For this reason the future of our foreign commerce entirely depends upon the effectiveness with which private capital and industry will be able to organize themselves effectively for the purpose of foreign work.

For organization at home and here, team work is absolutely necessary, in order that American enterprise representing individual initiative may have that guidance which will give it the compact force of co-operation exerted in the national industries of our competitors in the field. In this work the American merchants here, who possess experience gained by direct contact with Chinese affairs, have a great part to fulfil. It is only through these channels that the people of China can be given the opportunity of realizing the condition of the commercial situation in China and to become familiar with opportunities here existing. If the American interests at home can act as sound and sagacious counsel from this side, they will be more ready to commit themselves to larger undertakings. *N.O. Daily News.*

THE IMPORTANCE OF SACRIFICE.

U.S. MINISTER'S ADDRESS TO CHINESE STUDENTS.

Dr. Paul S. Reisch, American Minister to China, gave some good advice to the returned Chinese student in a speech at the tiffin given in his honour by the American University Club at the Palace Hotel on July 3rd. The number present, including the guests, was exactly 100, of whom practically all were graduates of American universities and colleges, the affair being, as the president of the club, Mr. W. W. Stevens, said in introducing the guest of honour, "the most important in the history of the club." Dr. Reisch also had much to say relative to the moral duty of American college men of any nationality who find themselves in China.

IMPORTANCE OF SACRIFICE.

Referring to the returned student, the Minister said that there were two main reasons why Chinese sought education in foreign countries. The first was to acquire general information and knowledge of foreign lands and peoples; the second was to acquire professional knowledge to the end that they might become leaders and teachers in their own country on their return. The second he considered to be the more important, the acquisition of special knowledge of the applied sciences. But, owing to the peculiar constitution of Chinese society, the returned student found no avenues open to him on his return and he often found it difficult to place himself where he could utilize his special learning to advantage. Men fitted to fill high posts were misplaced. This was due, perhaps, to the fact that the returned students had exaggerated expectations, and an undue sense of what is due to them. He knew of cases where college trained men had refused \$125 positions, posts for which they were specially trained. He urged students to realize the importance of sacrifice; they should be willing to take up work in their country at a moderate salary to start.

This was where such an association as that which he was addressing could be helpful. One noteworthy thing about university association in China, said Dr. Reisch, was its international nature. He was glad to see, and was proud of the fact that there were so many Chinese members, besides American members, and members of other nationalities. An association such as this, an *alumni* association, could be of great moral help in aiding China, in keeping alive the traditions of college experience, and in affording the encouragement which every man so much needed. The highest function of the American University Club was to help, to "keep together," and to assist in the transformation of Chinese society. China was interesting herself in "freedom, in mining, in manufacturing, in roads; she was in a position to make tremendous headway in developing her resources. In this, such an association could also help. The men trained abroad need organization.

CHINESE LECTURES IN AMERICA.

A great deal would be done from the American side. The people at home, although it was said they do not care about affairs in China, actually sympathized with China and had a real interest in her progress. The interest was there, an active interest, but a more thorough knowledge of China is needed. The speaker then referred to the need of Chinese lecturers at American universities and the good that such lecturers could do in creating interest in and diffusing knowledge of China in America. Japan had several such lecturers in America to her great advantage, and it was his intention to recommend certain Chinese to go to America for that purpose. There was one Chinese for whom he had great respect, known as the ablest and most sought-after speaker of the diplomatic corps at Washington while he was there. The speaker mentioned no name, but his remark caused a cheer, as he referred to Dr. Wu Ting-fang, who was among the guests (says the *N.O. Daily News*).

FATAL EXPLOSION AT SHANGHAI.

MYSTERY OF FRENCH CONCESSION.

One man is dead and two men, three women, and three children are in St. Mary's Hospital on Route Pere Robert, Shanghai, as the result of an explosion that occurred at 53, Avenue Marcel Tillet, on the French Concession, at 2:34 p.m. on July 2nd (says the *N.O. Daily News*).

No. 53, Avenue Marcel Tillet is within two minutes' ride of the police station in Avenue Joffre. It was a one-story Chinese house, and the explosion was such a terrific one that the whole building was completely demolished, including roof, walls and floor. The houses on either side, Nos. 51 and 55, were considerably damaged.

Judging from the nature of the dead man's injuries it might be assumed that he was handling a bomb or manufacturing one, at the time of the explosion. The eight injured persons are not seriously injured.

A few days previously six men were injured when a bomb explosion occurred in an alleyway directly opposite and within a stone's throw of the same police station, which led to the discovery that the place was a bomb factory with three dozen completely exploded bombs and unexploded ones.

CHINA'S GREAT NEED OF ENGINEERS.

COMMENCEMENT DAY AT SAINT JOHN'S UNIVERSITY, SHANGHAI.

The twentieth annual Commencement of St. John's University, Shanghai, was held on July 1st.

Dr. Reisch, the American Minister, addressing the students, said:—The spirit of science is knowledge—but it is also much more than knowledge. Merely literary ability, the power to feel, is not science. Nor is mere polish, science. Science goes further—it has its roots in a most tremendous self-culture; in an attempt at self-mastery; not in taking the easy way, but in a deliberate selection of the most difficult course. One of its parts is in training the faculty of observation. It is not so much the facts learned which are important; it is the method, the training—accuracy of observation, independence of judgment, sureness of reasoning are essential. Many things which used to be important are now but incidental.

The scientific spirit has its special application to your country. Your civilization is the oldest in the world and one that might fairly have been called the best ever evolved. It was, however, synthetic, and by an unconscious adjustment it found its highest expression in literature and art. When we see some of the results of this we are apt to exclaim, "Would that China might have stayed forever in that civilization." But change was inevitable, and if all this is attacked in the right light you will make the realization of it the more perfect. You will not destroy—you will deepen it.

So I congratulate you, both on being placed in this institution and on the work which awaits you for a greater China and a happier community. Only thus can your knowledge reach its greatest attainment. In the matter of public service you have special obligations and a reputation to sustain. St. John's men have filled an enviable position and you are about to become a member of this fraternity. I commend you to the ideals of the institution, to the example of those who have gone before, and to the preservation of the qualities of your great country.

Mr. Z. T. K. Woo received the honorary degree of Doctor of Science. Dr. Woo graduated in 1895 with the first class to complete the work of the college course. After graduation he taught for a number of years at St. John's and at Nanyang. During this time he was prominent in all educational movements in Shanghai, and was instrumental in founding the Society of Commerce in the Native City, which later became the Nantao Chamber of Commerce. In 1902 Dr. Woo went to England to pursue his studies, graduating with honours and receiving the degree of Bachelor of Metallurgy from Sheffield in 1907. In the following year Sheffield granted him the degree of Master of Metallurgy. In 1900 he entered the Hanyang Iron Works as an assistant engineer, and at present occupies the position of General Superintendent of both the Hanyang and the Tachew Works.

Dr. Woo responded ably, speaking to the graduates on China's great need of engineers, and advised those who had not yet chosen their life's work to think of engineering.

"HIGH SOUNDING WORDS AND SHABBY DEEDS."

MR. ROOSEVELT'S INDICTMENT OF THE PRESIDENT.

Mr. Roosevelt, in a letter to the Republican Convention, last month, said:—I hope Republicans and Progressives will keep steadily in mind the gravity of this crisis not only for America but also for the world. I hope their aim will be not merely to nominate a man who can be elected, but a man of such power, character, steadfast conviction, and proved ability that, if elected, he will again place this nation where it belongs by making it true to itself, and therefore true to all mankind.

Mr. Wilson, however amiable his intentions, has rendered to this people the most evil service that can be rendered to a great Democracy by its chosen leader. He has dulled the national conscience and relaxed the spring of lofty national motive by teaching our people to accept high-sounding words as an offset and atonement for shabby deeds, and to use words which mean nothing in order to draw all meaning from those which have a meaning. It will be no easy task to rouse the austere self-respect which has been lulled to slumber by these means.

To this task we should bend our united energies in the spirit of Washington and Lincoln. The differences which have divided good Americans of all political beliefs in the past should sink into nothing when compared with the issues now demanding attention. If we are not all of us Americans and nothing else, then the nation will crumble into dust, and sooner or later submit to a conqueror's will. The professional German-Americans are seeking to terrorize your Convention not to elect in good faith an American President, but a victory of a foreign Government. It is for you to repudiate them.

ECHOES OF THE JUTLAND FIGHT.

MYSTERY SHIP IN ACTION.

A WILD DASH THAT HAS NEVER BEEN EXCELLED.

[FROM A SPECIAL CORRESPONDENT TO THE "DAILY TELEGRAPH".]

Many months ago it was my privilege to outline for the *Scotsman* the workings of the "mystery ship," a splendid unit of our battle cruiser squadron.

There are men whom I know well in the big battle cruiser, and on the morning of this day week I was one of those who watched the ships returning from the battle off the Jutland coast.

It was a memorable scene when the long line of fighting ships, fresh from the greatest naval battle of modern times, swung into a wide estuary and sought the moorings which they had slipped so swiftly from before. Far in the foreground came a mighty battleship, which represents the latest in naval power.

The German naval authorities assert that she is on the sea floor at this moment, and the Kaiser, that Barnum amongst the rulers of the world, has endorsed the assertion without reserve. True, I could see a line of hills famous in literature through the gaps in her funnels as the mighty ship came slowly to the harbour, but she came in under her own steam, and the Admiral's desire once more to place on record the debt of the Mother Country to New Zealand for the generosity which has enabled the Navy to place so valuable a unit in the fighting line.

The Secretary of State for the Colonies to the High Commissioner for the Malay States. The battleship *Malaya* was in the thick of the naval battle on May 31st, and the Admiralty desire once more to place on record the debt of the Mother Country to New Zealand for the generosity which has enabled the Navy to place so valuable a unit in the fighting line.

The wonderful procession of the returning brave which followed her into harbour was a heartening sight to a people who at that time had been told of nothing but that which foreboded disaster. The line of battle-cruisers, preceded by the light cruisers, bore another and a new tale. In seeming silence they swept to their moorings, and their decks were crowded with the gallant men who had fought great odds and won. In one ship it was obvious that there were guns out of action. In another a great dent in the port-side amidships showed where an enemy projectile had almost reached the vitals of the ship, and around the point of impact a wide circle of yellow, deepening to brown, revealed the effects of the released explosive. The funnels of another were peppered by shrapnel or shell fragments. A famous battle-cruiser this—a ship which is the pride of a great colony, and one of the best-known ships of the Navy in the harbours of the world.

There were gaps in the glorious line which had sailed to the battle, but the ships which were returning were victorious ships. Of cheering there was none that could be heard ashore. The squadron was conscious of great loss, the measure of that loss being not the number of ships and men left behind to the scour of the tides as the price of victory, but the regard for each other which grows amongst gallant men who have endured and fought and striven together since the King sent his messages to the Fleet that war had come. Yet there were unmistakable signs of victory. As a well-known window came abreast on the shore, or a familiar jolly or a fluttering handkerchief the men on the crowded decks were seen to be waving arms and caps, and I knew that the lads were cheering though the roll of it was borne away on the west wind. The *Invincible* was not in the place she held when the ships put to sea, and the *Indefatigable*—the grand "Old Indefatigable"—was missing also.

SAILOR PSYCHOLOGY. They had been part of the price of victory. Somewhere out in the North Sea the two ships were lying shattered, and two men who had been my friends would never return to port. It may appear strange, but it is the fact, neither of those men expected to return. There is a phase of sailor psychology which has been impressed somewhat vaguely upon me in various areas of the seven seas, but with impressive force since the war began. Students of psychological phenomena may deal more carefully with the matter. I am only concerned with the presentment of the facts. There was a man on the *Parthian* who to my pride regarded me as his friend. He spoke to me one day of sending off a parcel by post. It contained all his money and all his valuables, and the parcel was going to his wife. "There is something coming to me," he said quietly, in explanation. Within thirty hours his ship had been destroyed by torpedo and he had gone down with her. So with the man on the *Indefatigable* to whom I have referred. For a week before the call to action came over the wireless he had been in the depths of depression, and had given expression to his belief that there was "something pretty bad on the way." And the *Invincible* case was similar. The sailors have been proved sadly accurate in their forebodings, but they say stirring words before they "went out."

THE SPLENDID MEN. Her presence in the proud line which came back proclaimed that the luck of the mystery ship had held true. She had been in the very thick of the battle, and had taken heavy punishment, but had given more than she took. With an honour or two to take in food, fuel, and ammunition, she was fit for the sea and the fray again. There had been losses on board. Men had fallen, and men had been grievously wounded. They are proud of their ship and of their service, those hardy fellows, who have gone with the vessel over the whole world since the war began, looking for a foe that would stand up to action. When the action came the pride of them was paramount in the midst of the wild struggle. There were wounded men on the mystery ship who defied the doctors. In the frenzy of battle they were almost unconscious of their injuries. There was one man, with a grievous leg injury, who appealed to his attendants in the following words:

(Continued on next Column.)

THE DOMINIONS IN THE FIGHT.

SERVICE OF THE "NEW ZEALAND" AND "MALAYA."

The Secretary of State for the Colonies, at the request of the Admiralty, sent the following telegram to the Governor of New Zealand and the High Commissioner for the Malay States respectively:—

"The battle cruiser *New Zealand* was in the thick of the naval battle on May 31st, and the Admiralty desire once more to place on record the debt of the Mother Country to New Zealand for the generosity which has enabled the Navy to place so valuable a unit in the fighting line."

The Secretary of State for the Colonies to the High Commissioner for the Malay States. The battleship *Malaya* was in the thick of the naval battle on May 31st, and the Admiralty desire once more to place on record the debt of the Mother Country to New Zealand for the generosity which has enabled the Navy to place so valuable a unit in the fighting line.

JAPANESE NAVY'S GREETING. ENTIRE COMMAND OF THE SEAS.

The Secretary of the Admiralty announces that the following telegram has been received from the Minister of Marine, Tokyo:—

"I have learned with deep feelings of gratification of the recent brilliant and stubborn-fought naval battle with the enemy and of the splendid results achieved. On behalf of the Imperial Navy I most heartily congratulate our British comrades on this signal success, on the valour and bravery displayed, on having the entire command of the seas with their mighty power without any change, and that the enemy was forced after great losses into his own ports and his plans frustrated. The laurels of victory will more than ever rest with the Allies after this successful battle."

The loss of valuable and brave officers and men is deeply regretted, and to their widows and relatives the profound condolence and sympathy of the Imperial Navy goes out.

"The kind expression of sympathy of the British Admiralty at the death of Lieutenant-Commander Shimamura is deeply appreciated, and has been conveyed to his widow. My cordial thanks are due for the kindness and courtesy at all times extended to this officer by the officers at the Admiralty and the Grand Fleet, especially his shipmates."

The following reply was sent:— "The British Navy will receive with pride the stirring message you have conveyed on behalf of the brave Navy of Japan, and in the name of the Board of Admiralty I thank you—ARTHUR JAMES BALFOUR."

"Tell me how the scrap is going. Quick man, for the love of heaven, strap me up and let me go up again."

Alas! that gallant fellow will never walk again. To the doctor another wounded man, whose arm was gone, made the most determined appeal for liberty to get back into action. "To what with my arm. I want to go up again and give the boys a hand."

The scene as the British destroyers dashed in a wild charge upon the whole German battle fleet drew rousing cheers from the mystery ship as from the whole of the British vessels. "To see that flotilla line up and head full speed for the German fleet in a do-or-die rush made one thank God that one was British, and will make one thank God for being British every time the memory of it comes back to me."

It was death or glory. We knew it was both. We cheered them, not that they could ever have heard us in the inferno of noise, but because we had to cheer. The destroyers went at racing speed into a veritable hell. Aye, and they got in great work. We saw them pounded, and we saw them smash and they hurled home their attack, and the German navy to-day knows how well they did in an attack which for its wild dash has never been excelled on the waters of the world.

WHEN JELLOCS CAME. There were cheers again from the mystery ship when away in the distance the great ships of the Grand Fleet facing to the action which had been so gloriously upheld by the battle-cruiser squadron came into sight and gave tongue with their guns. The men of the battle-cruiser squadron knew then that for the Germans the end had come. Three great lines of Jellocs' ships were discerned bearing down on the scene, and there was joy in the squadron and dismay in the German lines. The enemy did not stay long to consider the situation. The total period during which he could be said to have presented what seemed an undaunted front to the Grand Fleet did not exceed twenty-five minutes. Then he showed signs of distinct discomfort, and then came the break for home and shelter. The weather aided him in his flight, as is well known. On board the mystery ship the damage done was not great, as the great battleships held. In token of that I may give a story which is going round the ships. At the close of the action a leading officer on the mystery ship was asked specially to inspect a certain section of her. To be exact the section included the pantry. That important quarter had been knocked "all ends upwards," to quote a sailorman, by a shell. As the officer looked at the damage his attention was directed to the extraordinary fact that, despite the general upheaval, the pantry mirror hung southless and level, as though the ship had never left the graving-dock. The state of that mirror was matter of each satisfaction.

"TIGER" IN THE FIGHT.

HOW THE "QUEEN MARY" WENT DOWN.

CONCENTRATED GUN-FIRE.

One of the gunlayers of H.M.S. *Tiger*, the latest vessel of the British Battle-Cruiser Squadron, has given the following account of the battle of Horn Reef (off Jutland):—

The *Lion*, which was leading the line, followed by the *Tiger*, *Princess Royal*, and *Queen Mary*, was the first to open fire, the range being about 10,000 yards, and common shell being used. Range-finding continued for a few minutes, neither squadron doing what might be called really good shooting till then. Then it could be seen that each of the British battle-cruisers had begun business in earnest. Control firing was adopted, the speed of each salvo being remarkable.

The Germans, too, began to get the range as the vessels drew towards each other, and a particularly lucky shot cut away part of the *Indefatigable's* fore-control.

About 4 o'clock every man in the British Battle-Cruiser Squadron, each vessel of which had been singing out an opposing vessel, realized that the Germans had not only a preponderance of guns, but more than double the number of vessels. They were clever in realizing their superiority. They began concentrated fire, and every gun of the German squadron was first turned on the *Lion*, but hardly a shell hit her. Two asphyxiating projectiles fell on her upper deck behind the bridge, but the majority fell short sending up terrific volumes of water.

GUNS CONCENTRATED ON THE "QUEEN MARY."

The two squadrons approached each other for 30 minutes, and then the enemy suddenly bore away to port, soon turning completely as if they were breaking on the action. We turned as well, and maneuvering continued for 15 minutes, when the German squadron again came ahead, their guns being concentrated on the *Queen Mary*. They had been poking about for range for some minutes without effect, when suddenly a most remarkable thing happened. Every shell that the Germans threw seemed suddenly to strike the battle-cruiser at once. It was as if a whirlwind was smashing a forest down, and reminded me very much of the refilling that is heard when a big vessel is launched and the sky is being smashed.

The *Queen Mary* seemed to roll slowly to starboard, her mast and funnels going, and with a huge hole in her side. She listed again, the hole disappeared beneath the water, which rushed into her, and turned her completely over. A minute and a half and all that could be seen of the *Queen Mary* was her keel, and then that disappeared.

We were engaged by two battleships at 15,000 yards, in addition to some half-dozen submarines, which were popping up everywhere. The loss of one submarine is given out, but I know that two were sunk within ten minutes of the loss of the *Queen Mary*, one of our battleships that had come up ramming one, while the *New Zealand* blew another to pieces with her quick-firers.

THE "BARHAM'S" REVENGE. A remarkable change took place with the arrival of the *Barham*, which, with the *Warwick*, which had been engaged with two battle-cruisers somewhere astern, one of which she sank earlier in the afternoon, they concentrated their fire on the end vessel of the German line. It may seem incredible, but in two minutes the vessel had almost disappeared, only dense clouds of smoke and steam marking the spot where she had been. There was some satisfaction there, for it was that vessel—a three-funnelled battle-cruiser—which had put a lucky shot right through the *Barham* two minutes after she had opened fire. But the *Barham* had her own back.

Yet that was not the only ship we sank. A sight that I shall never forget as long as I live was that of a great vessel that was lying helpless on the sea with her engines out of action. She continued to fire with deadly effect, evidently by control, so methodical were the salvos, till the *Barham* and *Valiant* opened fire on her at 4,000 yards. She literally crumpled up. Her after gun turrets disappeared within 30 seconds; her masts and funnels were the next to go; and then slowly and horribly methodically the great tonnage of the British vessels began to hit her in the same place at the same time with wonderful precision. They literally dug a hole in the German ship till, with a tremendous explosion, she blew up.

Not long after she had disappeared we were attacked by about 15 destroyers. They came in from formation, but our secondary armament sank three, the shooting of our gunners being magnificent. One after another was crippled, and a curious sight was one destroyer which had lost all her funnels, guns, torpedo tubes, mast, and bridges still travelling 15 or 20 knots, her decks one mass of flame.

There is little more of the fight that I saw, concluded the seaman, but we had not escaped lightly, our superstructure being riddled and the decks ploughed up. Considering the number of shells which hit us, however, the loss of life was very small.

One thing was proved in that fight—the undoubted superiority of British gunnery over the Germans. Gun for gun we were absolutely superior, and I only wish they had stuck it for another hour. They would then have known what 15-in. guns can do.

RAMMING A SUBMARINE.

BRITISH DESTROYER'S CHASE OF U-BOAT.

A German submarine was also rammed and sunk.

So said an unimaginative Admiralty communiqué. The men who were on board the destroyer that was responsible for the ramming of the U-boat tell the story differently. One of them, with a touch for the picturesque, likened the contact to the cutting of an egg-shell with a sharp knife. He said:—

We were doing a good 30 knots and were well in the thick of it. The shells were falling all round, and some were wiping things and men off the decks like nipsins. That was all part of the game, and we had our work to do. From somewhere out to starboard we suddenly spotted a torpedo track. We could see the bubbles from her air exhaust coming towards us at a great speed, and with a wrench that must have strained our sinews we swung round in time to get the stern clear.

When you see the track of a torpedo coming towards you the first thing you do is to look for the ship that fired it, and if you don't see a ship, you know that there is a periscope somewhere kicking around watching you pretty close. I don't think anyone on board spotted the periscope of this one, but we started off at an angle to the place where the torpedo's wake had seemed to start from.

I saw a V-shaped ripple, and so did all of us, and we started in chase, and caught it up going full speed. When we got above it there was a sliding bump and we rose a little out of the water and then sank again. It was as if we had half ridden over the submarine and then our weight had been too much for it and had crushed it in. It felt like cutting an egg-shell with a sharp knife. No, we didn't stop to look for oil on the water, for at that time we had the fire of two German ships concentrated on us. They shooed off presently when the *Black Prince*—I think it was her—took them on.

I think that there was no doubt that that submarine was doing some of the damage to the Cruiser Squadron for she was well in the middle of our fleet, and must have been there some time. Any way, she went down all right, for nothing could stand that sudden impact. She was so near the surface that even a glancing blow from our stern would have ripped her plates to pieces. As it was, we got her fair on. We could tell that by the ripple from her periscope.

LESSONS OF THE NAVAL BATTLE.

GUNNERY OFFICER'S EXPERIENCES.

A gunnery officer describing the Horn Reef fight from his special point of view says:—

"One thing made evident was that ship for ship we are much more than a match for the Germans. A more accurate gauge of relative strength would be to say that if they came on two to one we could still be equal to them. I do not say this in any spirit of boasting. It is a considered opinion formed on knowledge very little of which I can divulge to you."

"All sorts of lessons can be deduced from the fight. Let me give you one point of consequence from my own observations. Our gunnery was much better than the enemy's. At the start, as a rule, the German fire was accurate and deadly and their guns were well served. So it remained while they were in superior strength and able to throw four or five ships against every one of ours, but as soon as they came under the fire of our Battle Squadron the Germans began to deteriorate and their marksmanship fell off considerably, though they still worked their guns hard. I am not surprised that their crews became to some extent demoralized, as they apparently did by our gunfire, for our guns wrought awful havoc among them."

"On board our own ships there were many casualties from gun-fire. I am not referring now to ships that were lost, but to those that were hit. But this was nothing in comparison to what the enemy suffered from the same form of attack."

"The following will give you an idea of the tremendous hitting power of our Dreadnoughts. One of our 12-in. gun ships—the *Hercules*. I believe—put her salvos into a German ship so accurately that the enemy vessel heeled right over under the heavy blows which the *Hercules* dealt her. Of course, that German went out of action. If the 15-in. guns would do that to a ship, how much more destructive must be the well-directed fire from 16-in. and 18-in. guns?"

"The British people do not thoroughly grasp the fact that of the German ships which escaped most certainly the greater part of them were so crippled by our gun-fire that they can be of no further use for some months to come. They are like a pugilist leaving the ring with both eyes closed, his nose broken, and the wind knocked out of him. I do not know that I can find a better simile to describe the present position of the German Fleet."

"One result of this battle has been to fix definitely the importance of gunnery. It was the big calibre that told, and it was a gunner's battle. I do not say that disparagingly because I am a gunner myself, but such is the fact. Our gunnery was better at all points than that of the enemy, and we are now absolutely certain of our superiority in marksmanship. But we do want some big airships to scout for us. The presence

(Continued on next Column.)

THE KAISER'S BOASTS.

ALBION'S SEA TYRANNY BROKEN.

REVERSING TRAFALGAR.

According to an official telegram from Berlin the Kaiser at Wilhelmshaven on June 5th and 6th, from the deck of the flagship, addressed delegations from all the vessels which took part in the battle of the Skager Rak, the men being drawn up on shore. The Kaiser said:—

"Whenever in past years I have visited my Fleet at Wilhelmshaven I have always rejoiced from the depths of my heart at the sight of the growing Fleet and the growing harbour. I have looked with satisfaction upon the young crews drawn up in the drill-shed ready to take the oath. Many thousands of you have seen eye to eye with your superior War-Lord when on your taking the oath he reminded you of your duty and your task; but above all, of the fact that when the German Fleet went to war it would have to fight against gigantic superiority."

This consciousness has become a tradition with the Fleet, as it has already been with the Army from the times of Frederick the Great. Prussia as well as Germany was always surrounded by superior enemies. Therefore it was possible to forge our nation into one mass, which hoarded up in itself endless forces ready to let loose when necessity demanded."

I have never before journeyed to you in such high spirits as I do to-day. Through decades the personnel of the German Fleet has been built up from men from all parts of Germany. In peace time this laborious work has always been carried out with one thought before us—namely, that when the time should come we could prove what we could accomplish. Then the great war year came. Envious enemies suddenly attacked the Fatherland. The Army and the Fleet were ready, but for the Fleet a hard time of resignation now began. While the Army was fighting against superior enemies in hot fighting against one another, the Fleet in vain waited for a fight. Numerous isolated deeds allotted to it clearly manifested the heroic spirit which filled it. But what it longed for it could not prove yet. Month after month elapsed. Great successes were gained on land, and still the hour had not struck for the Navy. In vain proposal after proposal was made to bring the enemy into the field. Then, finally, the day came.

The gigantic Fleet of Albion, ruler of the seas, which since Trafalgar for a hundred years had imposed on the whole world the ban of its tyranny and had surrounded itself with a nimbus of invincibility and insuperability, came into the field. Its Admiral, more almost than anyone else, was an enthusiastic admirer of the German Fleet, a brave leader at the head of a Fleet which had at its disposal splendid material and the bravest veteran sailors.

FIRST GREAT HAMMER BLOW. Thus the superior British Armada approached, and our Fleet engaged it, and what happened! The British Fleet was beaten. The first great hammer blow was struck, and the nimbus of British world supremacy had disappeared. Like an electric spark the news rushed through the world and caused unprecedented jubilation everywhere where German hearts beat, and also among our brave Allies. That is the success of the battle of the North Sea.

A new chapter in the history of the world has been opened by you. The German Fleet has been able to defeat a superior English Fleet. God Almighty has steered your arms and kept your eyes clear, but I am standing here to-day as your Supreme War-Lord and I thank you from the bottom of my heart. I am standing here as the representative and in the name of the Fatherland to express to you its thanks, and in the name of my Army to bring you the greetings of the sister-service. Every one of you has done his duty, at the gun, at the boiler, in the wireless, but every one thought of the same thing. Nobody thought of himself. Only one thought filled the whole Fleet—namely, "We must succeed. The enemy must be beaten." This I express to leaders, officers, and crews my truest appreciation and thanks.

In these days when the enemy before Verdun is slowly beginning to collapse, when our Allies have driven the Italians from mountain to mountain and are still driving them back, you have accomplished this beautiful and grand deed. The world was prepared for anything, but never for the victory of the German Fleet over the British. A start has been made. Fear will creep into the bones of the enemy.

Boys, what you have done you did for our Fatherland, so that for all time it may have a free way on all the seas for its industry and its strength. Therefore join me in a cheer for our dear, beloved, beautiful Fatherland. Hurrah, hurrah, hurrah!

SURVIVORS OF H.M.S. "HAMPSHIRE."

Twelve survivors of the crew of the armoured cruiser *Hampshire*, which was sunk off the Orkneys with Lord Kitchener on board, were washed ashore on a raft.

The Zeppelins was a great advantage to the German Fleet.

"Something, I notice, has been said as to what the German object was. I do not think there is much doubt about that. The Germans meant to break through the blockade and throw a squadron of fast warships into the Atlantic, where they would have done tremendous damage and given immense trouble before they could have been rounded up."—*Times*.



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[40]

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These three remedies are the most powerful and effective ever discovered for the treatment of all forms of rheumatism, neuralgia, and other painful conditions.

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[41]

ARE YOU CRUMPLED UP

with rheumatism! Then these words are your salvation.

Perhaps you have been told that you cannot be cured.

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[42]

THE WAR.

The following Cables were received on Saturday night and issued in our Early Morning Extra yesterday.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

BRITISH OFFENSIVE.

SEVERAL IMPORTANT TACTICAL SUCCESSES GAINED.

LONDON, July 7th. General Sir Douglas Haig reports that the British to-day at dawn renewed a vigorous offensive in certain sectors east of Albert.

The Germans simultaneously launched heavy attacks on our new trenches in the vicinity of the Ancre and north of Ercourt.

Violent fighting is proceeding along the whole front between the Ancre and Monte Aubert.

Our infantry gained several important tactical successes in the vicinity of Orlu-la-Belle and Contalmaison, but north-west of Thiepval the enemy succeeded temporarily in regaining two hundred yards of lost ground.

STORMING OF LEIPZIG REDOUBT.

LONDON, July 8th. General Sir Douglas Haig, in a communiqué, states: "Despite the enemy's stubborn resistance, our Infantry, well assisted by artillery, pushed the advance in the most gallant manner. In the morning we gained several important points."

We stormed the immensely strong Leipzig Redoubt, south of Thiepval, and forced our way to Ovillers, where fierce fighting continues.

We advanced on a front of two thousand yards for a depth of five hundred yards east of La Boisselle.

We drove the enemy from two woods and three lines of trenches north of Ercourt.

The Leipzig Redoubt, situated in the German salient, which had been fortified to the utmost by enemy ingenuity during the last twenty months, was stormed after a fierce bombardment.

One of our brigades attacking from the west forced its way across five hundred yards of the German front line trench into Ovillers.

The Prussian Guard were thrown into the fight at ten in the morning east of Contalmaison in a desperate effort to force us back, but the attack was crushed by our fire. The enemy subsequently retired northwards, leaving 700 prisoners.

Our Infantry at noon stormed the village of Contalmaison, but a strong counter-attack dislodged us.

The enemy's casualties must have been most severe. Large numbers of troops retiring over the open ground were caught by our artillery fire, and the village of Bazentin-le-Petit was heavily shelled when full of German reserves.

An officer taken prisoner states that his battalion was shelled by an aeroplane machine-gun from an altitude of three hundred feet when marching to the battle field, and subsequently the same battalion was heavily shelled by our long-range guns.

There was heavy rain throughout the day, and the sodden ground and the flooded trenches added to the difficulties of the troops.

CALM NIGHT ON FRENCH FRONT.

Paris, July 7th. A communiqué says the night was calm on both banks of the Somme.

Paris, July 8th. A communiqué states: "Nothing of importance has transpired on the Somme front."

ANGLO-FRENCH COMMAND'S PLAN.

Paris, July 8th. A semi-official report makes a feature of the resumption of the British offensive on the 7th inst. from Thiepval to the point of junction with the French, saying that before the battle can resume its victorious course, the British and French sectors must be brought into line.

The successes of the British yesterday ended in the formation of a sinuous line, but this must be rectified by the subsequent advance for the action to continue completely in favour of the British in conformity with the plan of the Anglo-French command.

"WE ARE WINNING, BUT THE PRICE IS HEAVY."

LONDON, July 7th. Reuter's Correspondent at Headquarters writes:—

The Allies are busy consolidating their gains and preparing for the next mighty thrust.

Meanwhile they are continually battering, bombing, and bayonetting the enemy effectively. It is somewhat reminiscent of Verdun, with the important distinction that the enemy does not possess lines of fortifications on which to retreat from smashing blows.

From the coast to the trenches in Northern France the country is flooded with onflowing streams of khaki. The contagious confidence of our army is irresistible.

Prisoners testify that it is not all harmony in the enemy ranks. The Saxons are unanimously tired of the war and are glad to be captured.

Fuller details of the northern attack on the 1st inst. show that the concentrated enemy machine-guns took a terrible toll of the British ranks. The East Lancs, the Yorks and Lancs, the Warwick's, the Rifle Brigade, the Somerset's and Hants regiments suffered most severely while the Ulster Division also suffered fearful loss.

We are winning the war, but the price is heavy.

COUNTERATTACK RESTORES LINE.

[THROUGH REUTER'S AGENCY.]

PARIS, July 7th. Most violent artillery duels occurred at Thiaumont (Flury and Le Chenois (all in the Verdun region).

PARIS, July 8th. There has been sharp fighting on the Meuse.

From an attack by the Germans on our positions in the Thiaumont work the enemy gained a footing in the advanced trenches, but a counterattack entirely restored the line in the immediate vicinity of the work.

There was a violent artillery duel north of Fort Souville.

AERIAL ACTIVITY.

PARIS, July 8th. German aeroplanes bombed the open town of Lure, near Belfort, and 11 women and two children were killed or wounded. The attack has been noted with a view to reprisals.

A French air squadron bombed the railway junction of Langres-Moines west of Charleville, and felled two German aeroplanes.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

TEN THOUSAND PRISONERS.

ROUT OF AUSTRO-GERMANS.

PETROGRAD, July 8th. A communiqué states:—The Russians have captured over 10,000 prisoners and many guns in two days' fighting west of the Lower Strya, and have routed the Austro-Germans west of the river Stry.

ENEMY LOSE MANY GUNS.

The Russians west of the Stry captured strong Austro-German positions, the enemy fleeing and abandoning numerous prisoners. The Russians, pursuing, captured two villages, the railway station, and many guns, including a battery of six guns, which had surrendered to a cavalry charge after firing only a few shots.

An attempt of the enemy to attack north-west of Kimpolung was repulsed.

GERMAN TRENCHES WON.

German trenches were captured at the point of the bayonet south-west of Lake Narocz, where fierce fighting continues.

TURKS LOSE HEAVILY.

MANY GUNS CAPTURED.

PETROGRAD, July 8th. A communiqué states:—In the Caucasus, in the Djizvite region, important Turkish forces attacked at dawn on the 5th inst. They invaded our trenches, but were driven out by bomb and bayonet with heavy loss of men and material.

RUSSIANS CARRY DOMINATING HEIGHTS.

Eastwards of Baiburt we took the offensive and carried a series of strongly organised dominating heights.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

BRITISH STEAMER SUNK.

LONDON, July 7th. The British steamer *Gannet* has been sunk.

GERMANS CAPTURE BRITISH STEAMER.

AMSTERDAM, July 7th. The Germans claim to have captured the British steamer *Recluse*, near the English Coast.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ITALIAN FRONT.

ROME, July 7th. It is officially announced that there is intense artillery activity between Adige and Astico.

Operations in the other theatres are proceeding in favour of the Italians.

GENERAL.

[THROUGH REUTER'S AGENCY.]

HIS MAJESTY'S CONGRATULATIONS.

LONDON, July 8th. His Majesty the King has telegraphed General Sir Douglas Haig as follows:—

Please convey to my Army my sincere congratulations upon the result of the recent fighting. I am proud of my troops. None could have fought more bravely.

General Sir Douglas Haig replied as follows:—All ranks will do their utmost to continue to deserve your Majesty's praise.

THE RUSSO-JAPANESE CONVENTION.

PETROGRAD, July 7th. The Russo-Japanese Convention deals with the attitude of each Power in the event of any political engagement or combination directed against the other. It also provides that in the event of any interest in the Far East of special importance to the Far East of one of the contracting parties which are recognised by the other, Russia and Japan will consult regarding the measures to be taken with a view to support and co-operation for safeguarding the defence of these rights and interests.

Reuter's Agency learns that Great Britain has expressed satisfaction with the Russo-Japanese Treaty of Alliance, which is regarded as in every way strengthening the Anglo-Japanese Alliance and consolidating the relations of all the Allies in the Far East.

AMERICA AND MEXICO.

[THROUGH REUTER'S AGENCY.]

CARRANZA'S PROPOSAL ACCEPTED.

WASHINGTON, July 8th.

The United States has accepted General Carranza's proposal to settle the differences with Mexico by direct negotiations.

UNIONISTS AND THE IRISH SETTLEMENT.

LONDON, July 7th.

A meeting of Unionist members of the House of Commons has been held to discuss the Irish Settlement. It is stated that Mr. Bonar Law, Lord Lansdowne and Mr. Walter Long replied to the opponents of the settlement, urging Imperial necessity.

IMPROVED BRITISH TRADE.

LONDON, July 7th.

The trade returns show the following increases as compared with June last year:—

Exports £14,040,000
Imports £11,027,761
The exports were £2,401,580 above those for June, 1914.

"MONMOUTHSHIRE" SINKS THE "PERSIAN."

LONDON, July 8th.

A message from Lloyd's agent at Malta says that the *Monmouthshire* reports that she sank the *Persian*, bound for London from Calcutta. The crew were saved.

STARVING BRITISH AT RUHLEBEN.

MEDICAL REPORT.

DIET INSUFFICIENT TO MAINTAIN LIFE.

Investigations officially made by Dr. A. E. Taylor, an American medical man, into the food of the British subjects interned at Ruhleben show that the diet provided by the German authorities is insufficient to maintain life. Dr. Taylor's report to the United States Ambassador in Berlin is published in the form of a White Paper.

Dr. Taylor lays down what he considers to be a minimum diet for an adult male not engaged in hard work, the figures being supplied largely by German investigators. This consists of protein 70-90 grammes per day, carbohydrate to a value of 3,000 or more calories per day depending on the work done, at least 25 to 30 grammes of fat per day, salts and vitamins, i.e., substances found in fresh food and known to be essential to life.

This minimum is looked upon as enough to keep a man nourished "like a machine." It omits the vital question of variety and choice and taste.

Dr. Taylor surveyed the prisoners' diet during seven days, and he comments as follows:—

If all the men in the camp had taken their humdrum share of the food offered, the average daily input per man would have been 60 grammes of protein, 13 grammes of fat, 308 grammes of carbohydrate corresponding to 1,900 calories.

Happily all the men did not ask for their rations, and so those who did ask for a trifle more, this, however, is the conclusion.

It is equally clear that the food provided and served during the week of the survey was not sufficient in any direction to provide nourishment for the 3,700 men concerned, had they been entirely dependent upon it.

Fresh fish was served on three days of the survey. On one day it was of sufficient quantity, but on the first and third days the supply ran out with 100 men still in line. "These men were then provided with tinned fish, which many of them refused. The refusal is not surprising in view of the following:—

"The camp possesses a stock of 'Brathairn' in large tins. Upon one occasion I witnessed the opening of 17 of these tins. Five of the tins were distended with gas, which rushed out when the tins were punctured. The contents of the other tins were not putrefied, but could not be regarded as in a satisfactory condition. I believe that this lot of herring should be condemned."

The supplies from abroad are deficient in fat, the article which is most necessary in view of the small quantity supplied. Dr. Taylor says that:—

It is clear that there is in Great Britain a complete and, from the standpoint of the prisoners in Ruhleben, most lamentable lack of organization in the selection of foodstuffs and distribution of food packages for these prisoners.

There is much duplication, the wrong things are sent, and the hardship is great—for the figures given above show that on the diet supplied in the camp men could live, though some are endeavouring to do so as best they can, and with a heroic sense of duty which is tragic.

Dr. Taylor makes a number of suggestions, some of which are addressed to the authorities and societies in this country. These are:—A better organization, more central and more scientific in its methods, and "from the British side, 400 grammes white bread, 30 grammes butter or margarine, 50 grammes bacon, 50 grammes sugar, 30 grammes jam, or preserves, 30 grammes Quaker oats, and 30 grammes condensed milk; tea and coffee as needed."

In his reply to Mr. Page, Sir Edward Grey "fears that the circumstances will not permit of the adoption in practice in the recommendations made by Dr. Taylor in regard to the establishment of an organization controlling the supply of food parcels sent to the camp from this country," but promises to see that the recommendations are made known among the various societies and individuals by whom such parcels are now being dispatched to Ruhleben.—Times.

THE MAN AND THE SOLDIER.

AN APPRECIATION OF LORD KITCHENER.

[BY "THE TIMES" MILITARY CORRESPONDENT.]

The tragic death of Lord Kitchener comes upon us all as a great shock, and ends at a blow all those differences which have been aroused by the character of his administration of the War Office during the greatest of wars. In presence of this catastrophe we can think of nothing but the real greatness of the man, and the distinguished services which he rendered to the Empire throughout a long and successful career.

"Take him for all in all, we never shall look upon his like again." He was an extraordinary figure. He towered over all his contemporaries in individuality as he did in inches, and, though often he stood alone, his personality was enough to carry him triumphantly through difficulties which would have ruined many a more brilliant man.

A curiously lonely figure throughout his life, he repelled friendships, and though his few intimates were devoted to him, he never sought to make new ones, and with the death of men like Hubert Hamilton and Markham, the circle of his intimate friends continued to contract.

A SOLITARY WORKER.

He was in some ways a shy man, and he courted popularity neither with the public nor the Army. He was faithful to the old friends who helped him to conquer the Sudan, and aided him in his arduous task in South Africa. He was not ungrateful for services rendered but he placed work and the public service first, and when a man had become useful, he threw him aside like an old rag. He rarely spoke to a private soldier, and was not brilliant in public speaking. He preferred to work alone, to concentrate all power in his own hands, and to make himself his own Chief of Staff. This method of proceeding facilitated his task when the problem before him was one which one brain could grasp and one hand execute, but it became less suitable when the horizon expanded and when the demands of decentralization and delegation of powers.

His silence and isolation were always impressive. He stood alone in the Governor-General's Council during a great struggle in the East, and it cannot be said that he had many admirers in the British Cabinets in which he sat. Yet the mass of the people believed in him, and trusted him to the end; and it was the knowledge of the Cabinet that this was so which compelled them to resort to subterfuges in order to wrest from him something of his powers. He was for the public and the people, especially for the common people, the one great silent and impressive figure of the war, and they held to their belief in him with touching faith.

If the public had been asked by a Referendum to choose between Kitchener and the Cabinet, it was certainly not the latter which would have won the day.

His personality and his fame were great public assets, and when he joined the Cabinet he joined it practically as Dictator in all matters that related to the war. It must always stand to his credit that he took the large view of the war from the beginning; that he accustomed the public to think in large numbers; and that his reputation stood for much in the splendid result of voluntary recruiting which exceeded the most sanguine expectations. If he made mistakes—and who has not in this war?—they were those due to defects which went with his qualities and were inseparable from them.

PERSONAL RETROSPECT.

Those of us who served on his staff or with troops under him in the old wars look back with pride to his great achievements in Egypt and the Sudan; to his famous work in India; to his good services to Australasia; and to the vision which he imposed upon our conduct of the present war by the mere fact of taking office. If long service in the East and continuous application of his mind to Eastern problems had given to his mind a certain Oriental bent, and had prevented him from studying completely the arts and sciences of a General Staff and European problems of strategy and organization, we knew at least that he would dominate his colleagues, would wage war inflexibly and sternly, and would never agree to an inconclusive peace.

We had our bad days and our disappointments in actual fact, but in all the upheavals of this mighty war the figure of Kitchener stood out and apart from the rest, and every attack upon him left him stronger than before.

The name of Kitchener will always stand high in the Roll of Honour, and will be the symbol for public duty resolutely performed. To this ideal of duty he always held, and it was the loadstar of all his life. He was a man who gave his days, and in the end gave his life to the ideal of duty, and he spared neither himself nor others in pursuing a course which he had mapped out.

The villain hand of Death has struck at him too late to prevent him from accomplishing his final mission in this war, for from the general direction given by him to the efforts of England the country has never swerved, and this direction it will follow inflexibly and to the end.

V.A.D. WORK IN FRANCE.

The last Report records that two entirely new V.A.D. units have gone out to France to undertake work not previously done by V.A.D. members. One unit has taken over the motor ambulances at a certain hospital base on the lines of communication and does all the convey work for that base. The work of the Post Office at the Joint Commission Headquarters is now being done by V.A.D. members. Recently, also, the transport work for the Hotel des Anglais has been taken over by the V.A.D.

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STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKINI	SHANGHAI		10th July	EATAVIA
TJIBODAS	KOBE		11th July	BATAVIA
TJIMANOEK			20th July	EATAVIA
TJILIWONG	JAVA & MAKASSAR	27th July	29th July	KOBE

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York Buildings, 1st Floor.
Hongkong, 7th July, 1916.

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CHINESE OFFICE—LUDGATE CHURCH, LONDON, E.C.

Hongkong, 19th April, 1916.

723

WEATHER REPORT

SHIPPING REPORTS.

Hongkong, 10th March 1916

Telephone No. 215 Sub. Ex. 10
Rangoon, 15th April, 1916.

Hongkong, 10th July, 1916

Hongkong, 10th March 1916

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OR TO REISS & CO., CANTON
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C. N. C. CHINA NAVIGATION CO., LTD.

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FOR	STEAMERS	NO SAIL
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TIENSIN	"RUEICHO"	On 24th July, 4 P.M.

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"HAICHONG"	Capt. J. W. Evans	TUESDAY, 18th July, at 2 P.M.
"HAITAN"	Capt. J. B. Thurner	FRIDAY, 14th July, at 2 P.M.

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Steamers to	Leave Hongkong Noon	Connecting Mail Str. from Colombo	Due at MARSEILLES 1916	Due at LONDON 1916
NELLORE	July 13	Through Steamer	Aug. 18	Aug. 27
NANKIN	July 24	Through Steamer	Sept. 1	Sept. 10
NOVARA	Aug. 11	*KAISAR-HIND	Sept. 11	Sept. 18
NORFOLK	Aug. 25	*MOOLTAN	Sept. 23	Oct. 2
MALTA	Sept. 8	*KASHGAR	Oct. 6	Oct. 16
NAMUR	Sept. 21	Through Steamer	Oct. 26	Nov. 4
SARDINIA	Oct. 6	Through Steamer	Nov. 9	Nov. 18

* Passengers change Steamers at COLOMBO.
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On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

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SOMALI	MONDAY, 17th July.
MALTA	SATURDAY, 29th July.
MALTA	SATURDAY, 13th August.

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LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	MISHIMA MARU Capt. S. Wada	16,800	THURSDAY, 13th July, at Noon
	SUWA MARU Capt. T. Sekine	21,000	THURSDAY, 27th July, at Noon
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	SHIDZUOKA MARU Capt. Noma	12,500	WEDNESDAY, 19th July, at 4 P.M.
	KAMAKURA MARU Capt. T. Kusano	15,400	TUESDAY, 8th Aug., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, BANGALANGA, ISLAND, TOWNVILLE and BRISBANE	NIKKO MARU Capt. Takada	9,800	FRIDAY, 14th July, at 4 P.M.
	AKI MARU Capt. K. Yoshikawa	12,800	TUESDAY, 15th Aug., at 11 A.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	COLOMBO MARU Capt. Nomura	8,000	FRIDAY, 22nd July
BOMBAY via SINGAPORE, MALACCA and COLOMBO	TOTOMI MARU Capt. Fujio	8,000	TUESDAY, 11th July
SHANGHAI, KOBE and YOKOHAMA	TENSHIN MARU Capt. Kawai	8,000	THURSDAY, 27th July
SHANGHAI, MOJI and KOBE	RANGOON MARU Capt. Mori	11,500	THURSDAY, 20th July
NAGASAKI, KOBE and YOKOHAMA	AKI MARU Capt. K. Yoshikawa	9,800	THURSDAY, 13th July, at 5 P.M.
SHANGHAI, KOBE and YOKOHAMA	HITACHI MARU Capt. S. Tomioka	12,500	FRIDAY, 14th July, at 10 A.M.

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* Wireless Telegraphy.
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KIYO MARU	17,300 — 14 knots	THURS., 13th July Noon.
TENYO MARU	22,100 — 21 knots	TUES., 18th July Noon.
NIPPON MARU	11,000 — 15 knots	TUES., 1st Aug. 10.30 A.M.
SHINYO MARU	22,000 — 21 knots	TUES., 15th Aug Noon.
ANYO MARU	18,500 — 15 knots	TUES., 13th Sept. Noon.
PERSIA MARU	9,000 — 14 knots	THURS., 21st Sept. 10.30 A.M.

* Via MANILA, Omitting Shanghai.
* Proceeding to South American Ports.
* Omitting Manila, Shanghai and Hongkong.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK £60. " " " £96.10.
" " " SAN FRANCISCO £45. " " " £68.

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Steamer Tons and Speed Sails
KIYO MARU 17,300 — 14 knots THURSDAY, 13th July.
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OUTWARD

FOR	STEAMERS	To SAIL
SHANGHAI, KOBE and YOKOHAMA	POLYNESIEN	On or about 15th July.
MARSEILLES via HAIPHONG, and TOURANE	HOMEWARD	

(Without Transshipment)
Subject to immediate alteration without notice.

SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co. for return journey.
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REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA.

Via SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA
"HAWAII MARU" ... MONDAY, 10th July, at 3 P.M.

* Omitting Shanghai and Moji. * Omitting Manila and Nagasaki

BOMBAY LINE.

FOR BOMBAY, via SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

"JAVA MARU" ... S. Yangi ... SATURDAY, 15th July, at 7 A.M.

JAVA-LINE.

FOR MANILA, SANDAKAN, MACASSAR, SOERABAYA, SAMARANG, BATAVIA AND SINGAPORE.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

"SOSHU MARU" ... WEDNESDAY, 19th July, at 9 A.M.

* Proceeding to Keelung via Swatow and Amoy.
* Proceeding to Anping and Takao.

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MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	4th Aug.	On 23rd July, 11 A.M.
ST. ALBANS		On 27th Aug., 11 A.M.

All Steamers fitted with wireless phy. Telogr. The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

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